

FEDERAL AID FOR ELECTRIFICATION STEAM RAILROADS

As Means of Conserving Fuel and Lessening Non-Revenue Freight.

SATISFACTORY RESULTS

From Change to Electric Locomotives On the Chicago, Milwaukee & St. Paul, 42 Doing More Work Than 112 Steam Motors Which Were Replaced.

"Approximately 122,500,000 tons of coal or more than two-thirds the coal now being burned by the 63,000 steam locomotives of this country, would have been saved during the year 1918 and can be saved today, were the railways of the United States completely electrified along lines fully tried out and proved successful at the present time," said A. H. Armstrong, chairman of the electrification committee of the General Electric Company before the last meeting of the American Institute of Electrical Engineers.

"This vast amount of fuel," he continued, "is 50 per cent greater than the pre-war exports of England and twice the total amount consumed by France for all its railways and industries."

While not proposing immediate electrification, Mr. Armstrong presented new and heretofore exclusive data on the subject and emphasized the great future of electrification in the interests of national conservation and greater production for our common carriers. The most striking points of his address can be summarized as follows:

"Approximately 10,000,000 KW would have been sufficient to run all the railways for the year 1918. The estimated power station capacity of the country in 1918 was 20,000,000 KW, or twice as much as would be necessary for complete electrification."

"A quarter of all the coal mined in the United States (67,211,000 tons) is consumed on our railways every year."

"Fully one third the coal burned under our steam engines is absolutely wasted in standby losses (banking fires in round house, cleaning fires for starting, coasting down grade and standing on track.)"

"On a prominent American railroad, 42 electric locomotives have replaced 112 steam engines and are hauling a greater tonnage with reserve capacity for still more. It is an open secret that the reduction in previous steam operating expenses on the Chicago, Milwaukee & St. Paul railway is sufficient to show an attractive return upon the \$12,500,000 expended for the 420 miles of electrification without deducting the value of the 112 steam engines released for service elsewhere."

"The total ton-mile movement on all railways of the country for 1918 was 1,215,400,000,000 ton-miles. Of this total 175,100,000,000 ton-miles were expended in non-revenue producing traffic, such as hauling coal for railway operating service."

"The railways of the country consumed 175,000,000 tons of coal in 1918, about 122,500,000 tons of which could be saved by electrification."

"Electric motive power for railways can be maintained for approximately one-third the cost of that of steam engines for the same train tonnage handled."

"For the same freight tonnage handled on the Rocky Mountain division of the Chicago, Milwaukee & St. Paul, electric operation has effected a reduction of 22.12 per cent in the number of trains, 24.5 per cent in the average time per train and has improved operating conditions so that nearly 30 per cent more tonnage can be handled by electric operation in 80 per cent of the time it formerly took to handle the lesser tonnage by steam engines. The capacity of this single track line has been increased 50 per cent and probably more. On this particular road, electrification has affected economies which sufficiently justify the capital expenditure incurred and furthermore, has postponed for an indefinite period, any necessity for constructing a second track through this mountainous country."

"The last point emphasized by Mr. Armstrong was that if all our railways were completely electrified, they could carry one-fifth more revenue producing freight tonnage with no change in present operating expenses or track congestion."

"I am not, however, proposing the immediate electrification of all the railways in the United States," he said, "but am offering these statistics simply as a measure of the magnitude of the problem confronting us in the future."

"During the year 1920, the people of this country will pay out for automobiles, non-commercial trucks, or farm tractors, but pleasure vehicles, a sum of money considerably greater than the estimated requirements of our steam railways for this year. The railways however, may find it very difficult and perhaps impossible to secure the large sum needed without government aid, notwithstanding the fact that the continued operation and expansion of our roads is of vital necessity to the welfare and prosperity of the country and all its industries. The will of the American public has always been constructive and undoubtedly, in due time, its voice will be heard and properly interpreted by its representatives in Washington with the resulting enactment of such laws as will permit our railways again to offer an attractive field for the investment of private funds."

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THE ASSIGNED CAR USED AS A CLUB TO FORCE LOW PRICES

The Railroads Have Been Unwilling to Stand Upon an Equality With Other Buyers of Coal.

"A distinct public service was rendered by Thomas H. Watkins, president of the Pennsylvania Coal & Coke Corporation, in his presentation before the Bituminous Coal Commission of the railroad fuel policy as practiced by John Skelton Williams and his aides," says the Coal Trade Journal. "It was particularly appropriate that this subject so intimately associated with many of the deep-seated ills of the soft coal business should have an exposition unencumbered by sugar-phrases at the time when the railroad is returned to private ownership and on the eve of the renewal of many fuel contracts. Mr. Watkins not only has pronounced convictions upon the effect of the Williams-Spencer policy upon the industry, but has the courage to back them up with language that needs no second reading to determine its true meaning."

"Defenders of the assigned car evil say that the practice is necessary in order to assure the carriers of ample fuel supplies. That is not true unless that statement is coupled with the explanation that the carriers demand preferential price treatment. Coal production under normal conditions is ample to care for all the railroad, industrial and domestic requirements, and there is always an excess mine capacity available to satisfy overloads heavier than the export trade and normal increases in home requirements warrant. With the railroads consuming between 25 and 30 per cent of the soft coal output, it stands to reason that the operators will not willingly ignore the requirements if they can obtain the railroad business upon as favorable a basis as that possible on other lines."

"The railroads, unfortunately have not been willing to stand upon an equality with other buyers. Instead, they have played upon the over-development of the mining industry. They have sought to use their equipment which should be devoted to public service without discrimination as between traffic and shippers to beat down prices. They have sought through the use of the assigned car to give to mines that will cut prices better running time than neighboring collieries may enjoy. In short, the assigned car has not been used as a vehicle to protect the fuel supply of the railroad, but as a club to force the operators to sell coal at less than the average cost of production."

"As a club, the assigned car has been eminently successful. The railroads, said Mr. Watkins, 'get their coal cheaper because the operators will give them a price 30 to 40 cents below other purchasers when they are assured of cars by the carriers, instead of having to wait for intermittent car supply for other consumers.' But success has never yet justified an evil. While the railroad has profited through strength, the public has paid the bill. The consumer least able to afford high price has been compelled to carry the burden of the concessions to the bigger buyers. This burden has included the dissatisfaction that has sprung up among the workers at mines not favored with a preferential supply. Broken running time at commercial mines and full time at shafts working on railroad orders helped the six-hour day campaign. The disparity in earnings traceable to the same preference has given color to the plea for higher wages. A system that permits private advantage at such a high general cost must go."

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LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, March 13, 1920.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
182	182	Beatty	Greensburg
30	30	Brush Run	Mt Pleasant
150	150	Clare Coke Co.	Greensburg
68	68	Ellen No. 2	Greensburg
100	100	W. J. Rainey Coke Co.	New York
40	40	W. J. Rainey Coke Co.	New York
10	10	Summit-CVilla Coke Co.	Corneliaville
181	81	Gilmore	Greensburg
80	80	W. Rainey	New York
8	8	Samuel L. Lohr	Youngwood
116	145	Humphrey	Pittsburg
116	145	Morgan	Pittsburg
276	276	W. J. Rainey	New York
100	310	Mt. Pleasant	Greensburg
22	32	Myers	Brownfield Coal & Coke Co.
145	145	Oliver	Greensburg
328	328	Oliver No. 1	Pittsburg
490	492	Oliver No. 2	Pittsburg
398	417	Oliver No. 3	Pittsburg
90	90	Oliver	Pittsburg
100	400	Reveries	New York
10	40	Thumms	Uniontown
67	45	West Penn	Pittsburg
2,287	2,281		
FURNACE OVENS			
260	140	Adelaide	Pittsburg
356	1	Alverton	Pittsburg
327	122	Bagnay	Pittsburg
360	360	Bilmer	Pittsburg
40	40	Bruckerton	Pittsburg
390	1	Buckeye	Pittsburg
290	176	Calumet	Pittsburg
114	114	Canal	Pittsburg
400	550	Collier	Pittsburg
430	430	Confidential 1	Pittsburg
526	426	Confidential 2	Pittsburg
128	128	Crossland	Pittsburg
333	313	Davieson	Pittsburg
203	1	Dorothy	Pittsburg
110	110	Dunbar	Dunbar
272	272	Hecia No. 1	Pittsburg
350	207	Hecia No. 2	Pittsburg
300	307	Hecia No. 3	Pittsburg
114	114	Hoselton	Pittsburg
243	243	Junata	Pittsburg
300	303	Kyle	Pittsburg
639	400	Levensing 1	Pittsburg
640	400	Levensing 2	Pittsburg
502	394	Levensing 3	Pittsburg
294	247	Leith	Pittsburg
227	1	Lemont No. 1	Pittsburg
290	290	Lemont No. 2	Pittsburg
500	383	Manmoth	Pittsburg
300	393	Marguerite	Pittsburg
195	157	Mutual	Pittsburg
400	400	Oliver	Pittsburg
400	400	Phillips	Pittsburg
445	320	Redutons	Pittsburg
418	1	Shaw	Pittsburg
380	300	Southwest 1	Pittsburg
581	1	Southwest 2	Pittsburg
204	90	Southwest 3	Pittsburg
900	710	Stewart	Pittsburg
80	1	Stewart	Uniontown
461	310	Triller	Pittsburg
360	211	United	Pittsburg
360	360	Whitaker	Pittsburg
300	220	Wynn	Pittsburg
500	440	Yorkrun	Pittsburg
246	245	Youngstown	Pittsburg
15,476	10,602		

NEW POSITIONS ARE CREATED FOR WEST PENN POWER MEN

**Hankison to Head Efficiency
Department; Thomas Supt.
of Operation.**

FITCH SYSTEM OPERATOR

Purpose Is to Insure Maximum Reliability of Service and Economy of Operation; Record of Green Junction Plant Under Supt. Hankison.

The promotion of L. E. Hankison, superintendent of the West Penn Power company's power plant at Green Junction, to larger responsibilities, as noted by The Courier last week, will mark the inauguration of two new positions, one to be known as superintendent of efficiency, the other superintendent of operation, both of which have recently been created.

For the present Mr. Hankison will remain in Conneltsville but, later, probably during the coming fall, he will be transferred to Pittsburg, from there to supervise operation of the company's 14 generating stations as head of the efficiency department. He will make regular inspections and reports, direct repairs to apparatus, test equipment, compare operating results and, in cooperation with the head of the operating department, establish rules to insure maximum reliability of service and economy of operation.

J. E. Thomas, system operator, has been promoted to be superintendent of operation, another new position. In this capacity he will coordinate the operation of power plants, sub stations and transmission lines so that current may be distributed uninterrupted. Mr. Thomas is succeeded by H. S. Fitch. Both were in past years located in Conneltsville.

The West Penn now has 11 steam-operated plants in service. In the late spring, it is expected, the big station now under construction at Springdale will be completed. These with two smaller water-driven plants, will make a total of 14.

Mr. Hankison entered the service of the company in January, 1910, as an electrician. He was subsequently made foreman and later superintendent of the Conneltsville plant. During his 10 years' connection with it, he has seen it grow from a capacity of about 5,000 to about 10,000 kilowatts, an increase of close to 100 per cent. When he took charge the largest unit had a capacity of 2,500 kilowatts. Since then generators of 10,000 kilowatts capacity have been installed. The largest boiler was then rated at 370 horsepower and not more than 600 to 700 kilowatts per boiler was produced. During his connection with the plant, boilers with economizers furnishing eight to 10 times as much steam have been installed.

Mr. Hankison kept the Conneltsville plant in operation at a time when it was undergoing an almost complete transformation. An extensive rebuilding program called for the entire overhauling of the boiler room. Unfettered stokers, a means for handling the increased quantity of ashes and this at a time when demands on the plant for current were increasing very rapidly. Conneltsville was then carrying from 75 to 80 per cent of the West Penn load; in fact, it continued to do so until recently, and these changes were made in the face of many obstacles, at a time when Conneltsville power was going to practically all points on the system and when trouble at the Conneltsville plant affected the whole territory.

At that time the connections with the Duquesne Light company and the American Gas & Electric company had been arranged, so Conneltsville had to be equipped to carry the rapidly-increasing load. Now, however, conditions have improved. The new Windsor station has been carrying a share of the load for some time and Springdale will soon be turning current into the lines. Then Conneltsville will be supplying less than one-third of the greater amount of current generated on the West Penn system. This should have a very beneficial effect on the reliability of the service.

Mr. Hankison will continue to occupy his home on East Washington avenue until such time as his new position demands his removal to Pittsburg.

TO STOP CONFISCATION

Of Coal Is Aim of Bill Introduced by Congressman Tilson.

Representative Tilson of Connecticut has introduced a bill in the house to repeal that section of the Lever act relating to the distribution and diversion of coal and coke. His measure was introduced as the result of the executive order issued by the President, continuing the authority under the director general of railroads. It is not thought that the bill will be given favorable consideration by congress, although there is growing sentiment against government interference with the distribution and diversion of fuel. But it is believed that the authority will be removed if the report of the President's coal commission is accepted by both the miners and operators and consequently would make it unnecessary to consider such measures as that introduced by Mr. Tilson.

STEEL CAGES

Used in Southwest to Handle Tramps Which Inhabit.

Drastic measures to prevent tramps from riding on trains that cross the southwestern deserts have been taken by the four railroad companies, according to Popular Mechanics Magazine. As part of a systematic campaign against hobos, prisons of an unusual sort have been established along the lines.

These prisons are large steel cages, similar to those used for confining wild animals. Tramps caught stealing rides are locked in the cages until it is convenient to take them to the nearest county seat for trial.

80 Locomotives to Poland. What are said to be the two largest shipments of locomotives ever sent from an American port left Philadelphia recently for Poland. The shipment involved 89 locomotives.

FRANK W. JONES GOES WITH THE WEST PENN

Principal of Crawford School to Become Traveling Auditor for Power Company March 18.

Frank W. Jones, principal of the Crawford school, Conneltsville, has tendered his resignation, effective March 18, to become traveling auditor for the West Penn Power company. The company has always employed two traveling auditors, but the expansion of the work has made a third one necessary.

Mr. Jones has taught school for 14 years. He was principal of the Second ward school, Conneltsville, in 1911 and is serving his third term as principal of the Crawford school. He is also a former principal of the Dawson school and is well known among educational workers in Fayette county. He is well qualified for his new work. Mr. Jones will still retain his residence at Poplar Grove.

PLANT OF PARAGON MOTOR COMPANY TO BE AT COALBROOK

Deal For Purchase of 25 Acres From Erick Company Closed Monday.

The Paragon Motor company, recently organized in Conneltsville, has closed a deal for the purchase of approximately 25 acres of land at Coalbrook for the location of its plant. The site is a fine level stretch of land about one and one-half miles from the center of Conneltsville, along the Pennsylvania railroad and is known as the Coalbrook property of the H. C. Erick company. Title is also acquired to the land and the two-story building, formerly operated as a store by the Union Supply company. The site has a frontage of 3,000 feet along the Pennsylvania railroad, from which a spur track now crosses the property. A high tension West Penn power line passes the property so that current both for power and heat treating and drying ovens is easily available. The West Penn company will be asked to change the name of the station from Coalbrook to Paragon. A dozen different locations in and around Conneltsville were carefully considered but from every standpoint the Coalbrook location was considered by far the most desirable.

As soon as weather permits a modern fire-proof one-story plant of concrete, steel and glass construction, with floor space of approximately five acres will be erected. Machinery and facilities will be installed for manufacturing and testing motors, chassis assemblies, sheet metal shop, paint shop, including drying ovens, upholstery trim shop, tool department. The first series of experimental cars are now being designed and built in Cleveland. Paul P. Hackel, chief engineer, and R. Karasinski, assistant engineer, and two draughtsmen, as well as C. H. Landis, general manager, are now on the job at the Cleveland office. Mr. Landis was formerly director of purchases at the Templar and Raynes plants and previously to that was secretary of the Ohio, Ohio, Chamber of Commerce. Mr. Hackel formerly served as assistant engineer and designer at the Templar and Mercer plants. R. Karasinski, assistant engineer, comes to Paragon from the Cleveland Automobile company and formerly was designer at the Premier Motor company of Indianapolis and for the United States government on motors during the war.

Charles C. Bailey, general sales manager of the Paragon car is now permanently located in Conneltsville. Mr. Bailey was formerly assistant sales and advertising manager at the Templar and Hal motor car plants in Cleveland, and has had 16 years of experience. The large number of inquiries coming in daily from all parts of the country for details regarding the company, as well as the Paragon car, shows the active interest of the public in Conneltsville's new industry. The company plans to build at least 25 attractive new homes in various parts of the city, as soon as spring opens up, to house the Paragon employees, who will soon be moving to Conneltsville.

S. J. HARRY COMPANY AWARDED CONTRACTS FOR THREE SHAFTS

Two of Projects Located in New York State, Other Vermont.

The S. J. Harry company of Conneltsville, which has been engaged for a long time on large contracts on the New York water supply system at Shandaken, N. Y., is putting the finishing touches to that work and preparing to engage on three other contracts for shafts recently closed, one near Rochester, N. Y., another near Albany, N. Y., and the third at Rutland, Vt. Eight shafts have been sunk on the New York water project. Machinery is being moved from Shandaken and Conneltsville for the new operations. The contract at Rochester is for a shaft 400 feet deep and a tunnel 150 feet long, tapping a syncline deposit. The contract price is \$75,000. That near Albany is a 250 foot shaft and 600 feet of tunnel to develop an iron ore bed. This will amount to \$125,000. The Vermont job is for a shaft 200 feet deep and 400 feet of tunneling, the cost of which will be \$150,000.

C. W. BROOKS PROMOTED

Former Local Men Heads Security Sales Department of West Penn.

Announcement has been made of the appointment of C. W. Brooks as manager of the security sales department of the West Penn System, succeeding E. S. Hammond, resigned. Mr. Brooks was formerly in the right of way department of the West Penn and for a number of years was located in Conneltsville. He has a long acquaintance throughout the West Penn territory, which will be valuable to him in his new position.

To Improve Fuel Handling Plant. The Pittsburg Steel company will spend \$30,000 on improvements in connection with its coal and coke handling plant at Monessen.

LIST OF COKE Ovens IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, March 13, 1920.

Ovens	In Works	Name of Operator	Address
40	Adair	Westland-Fayette Coke Co.	Greensburg
253	Alison No. 1	W. J. Rainey	New York
250	Alison No. 2	W. J. Rainey	New York
142	American 1	Reilly-Feabody Fuel Co.	Pittsburg
240	American 2	Reilly-Feabody Fuel Co.	Pittsburg
40	Andon	The Wilkey & Fisher C. Co.	Uniontown
42	Bellevernon	Bellevernon Coal & Coke Co.	Pittsburg
20	Browning	Browning Coke Co.	Uniontown
50	Brownville	Brownville Coke Co.	Pittsburg
250	Century	Century Coke Co.	Brownsville
40	Champion 1	Champion Coke Co.	Uniontown
257	Champion 2	Champion Coke Co.	Pittsburg
120	Crystal	Reilly-Feabody Fuel Co.	Pittsburg
250	Denbo	Denbo Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated C. V. Coke Co.	Uniontown
180	Donald No. 3	Consolidated C. V. Coke Co.	Uniontown
100	Edna	Waitersburg Coke Co.	Uniontown
150	Edna	Waitersburg Coke Co.	Uniontown
110	Garwood	Astra-Cville Coke Co.	Connellsville
58	Gentue	Gentue C. V. Coke Co.	Uniontown
200	Griffin No. 1	Reilly-Feabody Fuel Co.	Pittsburg
200	Griffin No. 2	Reilly-Feabody Fuel Co.	Pittsburg
210	Herbert	C. V. Central Coke Co.	Pittsburg
45	Hillside	Westmoreland Gas & Coke Co.	Pittsburg
52	Hill Top	H. Conneltsville Coke Co.	Connellsville
130	Hope	James H. Hope	Mediandown
35	Hope	Hope Coke Co.	Uniontown
135	Husted	Husted-Semans C. & C. Co.	Uniontown
250	Isabella	Reilly-Feabody Fuel Co.	Pittsburg
24	Juniata	Juniata Coal & Coke Co.	Uniontown
140	Katherine	Union C. V. Coke Co.	Uniontown
220	Leon	Atlas Coke Co.	Helen
30	Leon	Franklin Coke Co.	Mc. Pleasant
100	Little	H. Conneltsville Coke Co.	Southfield
400	Lincoln	Lincoln Coal & Coke Co.	Scoutdale
40	Little	The Dixie Coal & Coke Co.	Pittsburg
250	Low Phos	C. V. Central Coke Co.	Pittsburg
20	Luxmore	Luxmore Coal & Coke Co.	Pittsburg
64	Marion	Southern C. V. Coke Co.	Uniontown
200	Mc. Hope	Shawdon Coke Co.	Uniontown
100	Old Home	W. J. Rainey	Uniontown
202	Puritan 1 & 2	Puritan Coke Co.	Uniontown
72	Puritan No. 1	Puritan Coke Co.	Uniontown
101	Poland	Poland Coal Co.	Pittsburg
120	Rich Hill	Rich Hill Coal & Coke Co.	Uniontown
30	Russell	W. J. Rainey	New York
45	Russell	Russell Coal & Coke Co.	Smithfield
30	Sackett	H. R. Sackett Coal & C. Co.	Smithfield
20	Sapper	Reilly-Feabody Fuel Co.	Uniontown
250	Scoutdale	Scoutdale Coal & Coke Co.	Uniontown
200	Shamrock	Fayette Coke Co.	Uniontown
310	Sterling	Consolidated C. V. Coke Co.	Uniontown
50	Sunshine	Mc. Pleasant C. & C. Co.	Mediandown
400	Thompson 1	Thompson C. V. Coke Co.	Pittsburg
320	Tower Hill 1	Tower Hill C. V. Coke Co.	Uniontown
374	Tower Hill 2	Tower Hill C. V. Coke Co.	Uniontown
10	Virgin	Byrne Coal & Coke Co.	Scoutdale
500	Washington 1	Washington Coal & Coke Co.	Dawson
500	Washington 2	Washington Coal & Coke Co.	Dawson
76	Winland	Banning-Cville Coke Co.	Uniontown
60	Winmore	Winland-Clifford C. & C. Co.	Uniontown
35	Yakus	Whyl Coke Co.	Uniontown

Ovens	In Works	Name of Operator	Address
10,035	6,835	FURNACE OVENS.	
400	400	Alison	Pittsburg Steel Co.
100	100	Brickport	H. C. Frank Coke Co.
450	450	Brier Hill	H. C. Frank Coke Co.
200	200	Buffington	H. C. Frank Coke Co.
500	500	Colonial No. 1	H. C. Frank Coke Co.
150	150	Colonial No. 2	H. C. Frank Coke Co.
250	250	Colonial No. 3	H. C. Frank Coke Co.
150	150	Dearth	H. C. Frank Coke Co.
300	300	Edenborn	H. C. Frank Coke Co.
200	200	Fairbank	Struthers Coal & Coke Co.
400	400	H. C. Frank Coke Co.	Pittsburg
200	200	Genova	N. K. Frey Coal Co.
200	200	Labelle	Labelle Coal Co.
400	400	Lambert	H. C. Frank Coke Co.
216	216	Lockstone	H. C. Frank Coke Co.
214	214	Martin	Republic Iron & Steel Co.
20	20	Newcomer	H. C. Frank Coke Co.
400	400	Orient	Am. Iron & Steel Co.
400	400	Republic	H. C. Frank Coke Co.
350	350	Reynolds	H. C. Frank Coke Co.
400	400	Thompson 1	Hedstone Coal & Coke Co.
6,935	3,165		



25 PER CENT WAGE BOOST FOR MINERS IS RECOMMENDED

**Minority Report Suggesting
Higher Rate to Be Filed
With President.**

14 PER CENT ABSORBED

WASHINGTON, March 11.—A 25 per cent wage increase for bituminous coal miners is recommended in a majority report of the committee appointed by President Wilson to settle the coal strike. No change in working hours or conditions was recommended. John P. White, representing the miners, held out for a higher wage increase, it was said and will submit a minority report.

The wage increase proposed will absorb the 14 per cent granted when the miners returned to work last November so that the actual increase is 11 per cent over present wages. The majority recommended that the check-off system by which the operators collect from the miners dues to the unions be retained. It also recommended that the question of differential rates be referred to a special commission to be appointed by the joint wage scale conference and to report in two

years. The wage increase would not be made retroactive. The commission did not ask the powers of the Fuel Administration be conferred on it. The majority made no recommendation as to price increases to cover the advance in wages.

WASHINGTON, March 12.—An effort to compose the differences between the majority and minority reports of the bituminous coal strike commission will be made by President Wilson, it was said at the White House today.

John P. White's minority report was to be submitted today to the President. Meantime the President was studying the majority report, completed yesterday. Mr. White, representing the miners, refused to discuss his recommendation but it was understood he had held for an increase in wages of approximately 35 per cent and for a six-hour day. The majority members, Henry M. Robinson, representing the public and Rand R. Peale, representing the operators, recommended a wage advance of approximately 25 per cent and no changes in hours and conditions of work. Officials said today that John P. White, the miners' representative had held out for a six-hour day through out the negotiations between the commissioners in an effort to reach a unanimous agreement. The miners originally demanded a six-hour day and five days a week.

If you have coal land for sale advertise it in The Weekly Courier.

Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

LAFAYETTE PUMPS

Steam, Air and Electric Driven

We make a specialty of Wood Lined
Pipe and Fittings

Hairbank and Company

COAL

COKE

General Offices
WADE BUILDING
CLEVELAND, OHIO.

Branch Office
HARRIS BUILDING
UNIONTOWN, PA.



C. M. WOLFE, General Sales Agent.

Hostetter-Connellsville Coke Co. HIGHEST GRADE

Connellsville Coke

Furnace and Foundry Orders Solicited.

Branch Office, Union Arcade Building, Pittsburg, Penna.

BELL TELEPHONE
506 GRANT.

NEW CLAIM AGENT

S. L. West Transferred From Conneltsville to Pittsburg Division.

S. L. West, division claim agent of the Conneltsville division of the Baltimore & Ohio railroad for the past seven years, with headquarters in Rockwood, has been promoted to claim agent of the Pittsburg division, with headquarters in Pittsburg, to take effect March 15. Mr. West has been in the service of the Baltimore & Ohio railroad since May 20, 1907, serving in the capacity of claim agent, working out of the Baltimore & Ohio offices until he was made claim agent of the Conneltsville division seven years ago. Previous to entering the employ of the Baltimore & Ohio railroad he was with the United Railways and Electric company of Baltimore for 13 years as investigator in the general claim department and later claim adjuster.

Mr. West was in Conneltsville Tuesday paying a visit to the local railroad officials. His home is in Baltimore. He is married and has a son, J. Howard D. West, American vice consul in Liverpool, England. The family home will still be retained in Baltimore. Mr. West succeeds G. J. Walsh who has been transferred to Cleveland, O.

Coal Land for Sale!
If you have coal land for sale advertise it in The Weekly Courier.

For Sale.
FOR SALE—FRESH COWS. Inquire Dr. Wood's Farm, West Lebanon, Pa. 14mar

Sheriff's Sales.
The following described property will be exposed by I. L. Shaw, Sheriff of Fayette Co., Pa., on Saturday, April 3, 1920, at 10 o'clock A. M.
At the Court House in Uniontown, by virtue of the below stated writ, issued out of the Court of Common Pleas of Fayette County, Pennsylvania, in the case of I. L. Shaw, Sheriff, vs. E. D. Brownfield, Eliza Goodwin and E. J. McDonald, Attorneys, NO. 7, JUNE TERM, 1920, E. D. W. H. Herndon vs. Harry Marshall

and Joseph E. Bush, mortgagee, and terre-tenants. Levant Facies Sur Judgment, No. 182 March Term, 1920.

All the right, title, interest and claim of the defendants in and to the following described real estate:

BE BEGINNING at a point on the West side of the public road leading from Rockwood Station to Smock Station, near Hills Bridge, thence extending along the South Side of Redstone Creek north 85 degrees 21 minutes, west 438.7 feet to a point; thence south 55 degrees 10 minutes, west 396.4 feet to a point; thence by same north 58 degrees 38 minutes, west 390.2 feet to a point; thence leaving Redstone Creek and extending south 46 degrees 52 minutes, west 542.3 feet to a point on the Northern Side of Right of Way of the B. & O. R. R. thence by said Northern Side of Right of Way line south 57 degrees 46 minutes, east 819.5 feet to a point; thence by same south 55 degrees 12 minutes, east 114.3 feet to a point, corner of the Station lot of then P. V. & C. R. R. thence by said Station lot north 45 degrees 45 minutes, east 107 feet to a point; thence by same north 6 degrees 25 minutes, east 32.1 feet to a point on the North Side of the Public Road; thence by said Public Road south 28 degrees 28 minutes, east 425.3 feet to a point; thence by same north 22 degrees 26 minutes, east 210.5 feet to a point; thence by same north 1 degree 20 minutes, east 276.5 feet to a point; thence by same north 11 degrees 00 minutes, east 222.5 feet to the place of beginning. Containing twenty (20) acres.

The above described premises are conveyed subject to the right of way of the Tri-State Telephone Company over and across the same in the name now located for the purpose of maintaining its telephone pole and wires.

Parties of the first part except and reserve from out the above conveyance all the oil and gas in and under said premises with all rights necessary to operate, drill and bore for the same and to carry the same away in pipes or other conveyances without being liable for any damage to, for any use, increase or decrease by reason of said conveyance, boring for oil and gas and carrying away the same, with free vent of all impurities and gases to and from said premises with men, machinery

and appliances necessary to bore for oil and gas, market and carry the same away.

Being the same premises which were conveyed to Harry Marshall and Joseph K. Bush, by deed of W. H. Herndon, dated the 9th day of December, 1918, and recorded in the Recorder's Office of Fayette County, in deed Book Vol. 277, page 183.

The parties of the first part are to have the right of way to enter upon said land or premises for the purpose of mining and removing the coal underlying said land at any time they should see fit, and to pay a royalty of twenty cents per ton for all coal mined and removed from said land and said royalty to be paid on the 1st day of the month immediately following the removal of such coal. Said royalty if any is to apply as part payment on this mortgage.

Serious and taken in execution as the property of the defendants at the suit of W. H. Herndon.

Conditions of Sale.
Ten per cent of the purchase money, or a sufficient amount to pay all costs, of the 10 per cent is not enough, shall be paid to the Sheriff when the property is stricken off. Otherwise the property will be sold again the following Monday at the expense and risk of the person to whom it was struck off, who in case of delinquency in such sale, shall make good the same, the balance of the purchase money must be paid before Wednesday or the first week of April Court, 1920, the day of acknowledgment of Sheriff's deeds.

I. L. SHAW, Sheriff.

Bell 82. Tri-State S.

Motor Sand
Yough Sand and Stone Company
DUNBAR, PA.

CORONER'S JURY ORDERS TROOPERS HELD FOR COURT

Question As to Who Caused
Death of James G. Graham
Not Decided.

LIES BETWEEN THE TWO

After hearing testimony Tuesday evening in connection with the shooting of James G. Graham near his East Francis avenue home the night of February 10 by State Trooper Edward C. Russell and Trooper Rhodes, the coroner's jury recommended that the two troopers be held for trial on the charge of murder.

The jury and about 50 persons attending the inquest learned new facts in the case. All witnesses testified that the coroner's jury recommended that the two troopers be held for trial on the charge of murder.

The first witness was Dr. H. A. Hulse of Uniontown, who conducted the autopsy. He told the jury as nearly as he could judge Graham had received seven wounds. He said the one bullet he found in the man's body was a .38 caliber.

Mrs. James G. Graham, widow of the dead man, said she and her husband were on their way home, the house being located in the rear of the Curry residence. As they passed through the Curry yard, a man showed a revolver in his hand and ordered "hands up."

Mrs. Curry said she was first attracted by the screams of Mrs. Graham. She opened the door and saw Graham and his wife just outside. She pulled them in and inquired of the trouble. Graham told her he had been held up, she testified.

Mrs. Curry also told of Officers Russell and Turner being at her home to inquire about a man named Christensen. She declared he did not live there and that the man was not her name.

George Curry testified he was awakened from his sleep by his youngest son. He found Graham, he declared, with his shoulder against the kitchen door. "George, I've been held up," Graham told him. Curry said he gave Graham a revolver.

Joseph Graham, testifying, said when he bent over his brother and the other man on the ground, he saw Cohen's gun holster and went to search him for a gun. He said the officer drew up his knees and "let fly" at him (the Graham's) with a .38.

Mr. Stang said he was doing in bed when the shots were fired and did not pay much attention to them, thinking the man below was shooting at a dog. When the officer was carried into the house Stang said he asked him if he had any relatives he wanted notified. The man said he might die from a wound showing above the heart.

William Clements, assistant of Stang, said he saw a man walk past his home after the shooting. He said he did not think to look for any empty cartridge shells.

Thomas McDonald, assistant chief of police, said he was called to the scene of the shooting. He conducted an investigation he said. Asked about Turner, Russell and Rhodes, McDonald said they told him they had been at Scotland on another case.

GRIM REAPER SCORES

More Deaths Than Births in Local District During February.
Deaths during the month of February outnumbered births by five, according to the monthly report submitted this morning by Miss Ethel Ruth, deputy registrar of vital statistics. The report is as follows:

BALTIMORE & OHIO MEMBERSHIP DRIVE SET FOR APRIL 12

Campaign Will Continue for Week and
Bigger Results Than Year Ago
Are Anticipated.

Directors of the Baltimore & Ohio railroad Y.M.C.A. Wednesday attended a gathering of railroad men of the Allegheny region held at the Port Pitt hotel in Pittsburgh, at which initial plans for a membership campaign to be on in April was discussed.

On April 12 a big membership drive will be opened, to continue until April 19. The local Y. M. C. A. will have teams in the field during that time when membership in the institution will be solicited.

It is expected the drive this year will be much more of a success than during 1919. In the year the Baltimore & Ohio has operated the Connelville institution it has made wonderful advancement and renovation work is still going on there.

The men who attended Wednesday's session in Pittsburgh were Secretary W. F. Underwood, Allan F. Richards, assistant secretary; L. E. Hankison, C. Chapman, E. W. Horner and E. B. Small.

SUFFRAGE RATIFIED BY WEST VIRGINIA

Vote of Senator Bloch Brings About
Victory in Senate; House Declines
to Reconsider Action.

CHARLESTON, March 11.—After one of the most dramatic sessions ever witnessed in either house of the West Virginia legislature, the senate yesterday afternoon adopted the joint resolution ratifying the federal suffrage amendment by a vote of 15 to 14.

The feature of this session included the action on the senate in deciding against the ratification of the amendment, depriving him of the vote which would have defeated ratification; taking up and adopting the house resolution, without amending the senate rules, one week after the original adoption of the amendment.

The house of delegates, in the meantime, refused, by a vote of 40 to 21, to take from the table the motion of Delegate A. F. Wysock, to reconsider the vote by which the house had adopted the ratification amendment.

Preparations were made today by the legislature to bring the session to a close, the principal purpose having been accomplished in the ratification of the suffrage amendment. There still remained the enactment of legislation allowing women to vote in West Virginia. Legislative leaders predicted that the passage of a law dealing with suffrage was highly probable.

LOCKED IN ICY CAR

Edward J. Burnworth Confined In
Refrigerator for Two Hours.

Edward J. Burnworth, an employee at the Baltimore & Ohio ice house in the local yards, was locked in a refrigerator car last Thursday afternoon. He was frozen into the car to get a pair of gloves left there and the door was closed by a passing brakeman, preparatory to shifting the car.

Burnworth failed to attract the attention of the men before he walked away. He was missed but it was supposed he had gone home. James Moran, the foreman, under whom Burnworth was working, passed the car about two hours afterwards and thought he heard a call in the distance but paid little attention to it. Later when Burnworth failed to appear Moran had the car opened and Burnworth, half frozen and frightened, fell out.

CONVENTION AT EVERSON

District 12 Sunday School Workers
(Gather There April 9).

A program has been arranged for a convention of the schools of district No. 12 to be held at the United Brethren church of Everson on Friday, April 9, afternoon and evening. The principal address will be delivered by Rev. E. A. "Ed" of the Third Presbyterian church of Uniontown.

The convention will be favored with readings by Mrs. G. M. Burns, Rev. Farnsworth, the local pastor, and Superintendent Elcher will conduct the devotional services. The convention music will include an orchestra in charge of Conductor L. H. Rush. N. Lyons will preside over the meetings.

HOSPITAL AID SOUGHT

Contributions for Markleton Solicited
by County Red Cross.

A call for contributions of musical instruments, including phonographs and records, was delivered by the general campaign of the Interchurch World Movement. So the local Baptists have a chance to show their interest in making a new world.

Connelville will get additional space in the great district and larger district in church circles if the First Baptist church swings this momentous program.

The usual missionary response to the denominational call for missions to the local church is \$1,000 a year. This is the average of district churches of the same size. The New World Movement budget calls for \$3,000 a year, or \$32,000 for the four-year period, ending 1924. It will mean work for the church in the movement here but it surely will have to be done now that the denomination has challenged the church to do the work.

BAPTISTS ADOPT SINGLE ENVELOPE FINANCIAL PLAN

Raising of \$60,000 in Four
Years Meets With Unani-
mous Approval.

MEMBERSHIP GOAL FIXED

Spurred along by the enthusiasm which has marked every act of their new pastor, Rev. J. Earle Edwards, since he entered the field a few weeks ago and confident that it will be carried through to a successful finish, the members of the First Baptist church, at the annual congregational meeting Wednesday voted adoption of the four-year forward program designed to raise \$60,000 and in which is embraced the single envelope system.

This is the smallest number of commitments handed by the attaches of the county jail during any month of January for the past 20 years. Wardens J. M. Keating, who permitted jail records to be inspected for purposes of comparison, is inclined to voice the judgment of some hundreds of other people, and give the enforcement of the 13th prohibition amendment the credit.

A review of commitment records for 10 years to 1919, as the maximum number of prisoners received at the jail during the month of January in any one year.

The contrast between 1920 and 1919 is almost as great. Thirty-one prisoners were committed during January of this year, 121 during January, 1919. During February, 1920, 33 prisoners were committed and during the same month last year 104.

Yearly totals are interesting. At the rate the year 1920 has begun the total will be scarcely more than 360 prisoners in the county jail for 1919 number 1,093; for 1918, 1,210, and for 1917, 1,406. If the present ratio is correct, commitment for the county prison this year will be only one-fourth as many as the jail commitments during the year 1917.

OFFICERS ARREST SIX IN WHISKY THEFT-ROUNDUP

A. Many Barrels of Liquor
Stolen From Fairhance
Plant Recovered.

Following another robbery of the plant of the Fairhance Distilling company, at Fairhance, Saturday night, Sheriff Ira L. Shaw, County Detective John J. Smith and other officers raided the town Thursday, made four arrests and recovered several barrels of whisky, some of which was found in homes of persons arrested.

Some hidden in ash dumps at coke plants and some in a mine. A quantity was also found in an automobile. Thirty gallons of the liquor were found in "the heart of Uniontown."

C. M. Blaney, C. D. Cooley, H. R. Christopher, Steve Hughes, B. A. Sano and John Carr were arrested and placed in jail.

BIG STILL AT LEECHBURG

PITTSBURGH, March 11.—Prohibition agents last night raided a still house in Leechburg, Pa., and seized a large quantity of whisky. The still, according to the agents, had a 15-barrel capacity. Besides destroying four and a half barrels of whisky the agents, it was said, poured on the ground half a barrel of moonshine whisky.

JOSEPH D. WILSON, CONTRACTOR, DIES

Was Engaged On the Erection of
Some of the Most Impressive
Structures in the City.

Joseph D. Wilson, 67 years old, one of Connelville's best-known contractors, died Wednesday morning following a lingering illness. For the past several years he had been seriously ill. The deceased was born July 11, 1853, at the old Wilson homestead, near Wheelers, a son of the late James and Elizabeth McBrady Wilson, who at their time were among the most widely known residents of Dunbar, town.

Mr. Wilson was educated in the Dunbar township and local public schools and when a young man he learned the carpenter trade under the late Thomas Baisley. He was employed for many years by Calhoun & Wilson, a local contractor, and worked on many of the churches and large buildings erected by the firm in and around Connelville, among them being the Immaculate Conception church, the Colonial theatre, the Colonial bank, the Colonial inn, St. Emory's Roman Catholic church, the Windsor and Arlington apartments. He had been in business for himself since 1909.

Mr. Wilson was a Republican and served as a member of city council. He was a member of the Trinity Lutheran church and of General William Lodge, Independent Order of Odd Fellows. July 21, 1880 he married Amanda Baisley, daughter of Mr. and Mrs. William Baisley. The following children survive: Mrs. Louise Pradette, Rochester, N. Y.; Mrs. H. B. Brown, Cleveland, O.; Wallace N. Wilson, Robert B. Wilson, Josephine Wilson and Ruth Wilson, at home. The deceased was a brother of Mrs. Aaron Forstman and of James Wilson, both of Connelville.

Read The Weekly Courier.

YOUTH HOUSE SOLD TO FIRM IN UNIONTOWN

Gregory Brothers Pay \$80,000
For Oldest Hostelery in
the City.

DUSHANE HOME IN DEAL

A. A. Clarke and J. B. Davis Acquire
Property in Witter Avenue; Con-
nelville Apartments Taken Over By
Jacob Grodzin and A. M. Silverman.

Remarkable activity has taken place in real estate transactions in the city during the last few days. Following the sale of the Connelville Garage company's plant announced yesterday, there has been reported the sale of a hotel, a business block and three valuable residence properties.

The Youth House, one of the oldest and best known hotels in the city, was sold to Gregory Brothers of Uniontown, for a consideration understood to have approximated \$80,000. When the property was acquired by the Gregorys, it was with the understanding that the property will be transferred to the new owners.

The Gregory brothers are Greeks. They came to Uniontown 12 years ago penniless and started a shoe shine parlor in a stairway. In 1917 they bought the Dushane building, Uniontown, paying \$25,000.

The purchasers of the Youth House plan to tear out the first story and convert it into store rooms, for which there is a demand in the city. It was said also that an additional story will be added.

A local real estate deal of interest was consummated when the Cunningham building at the corner of South Pittsburgh street and Gallatin avenue was sold by the owners, J. Donald Porter and Robert Norris to J. Grodzin and A. M. Silverman. The building is a three story structure, the ground floor being divided into two store rooms and the upper parts being rented as apartments.

Another real estate transaction completed was the purchase of a residence of Dr. D. D. Burgess in Vine street by Dr. D. D. Brooks. The church purchased the home of Mrs. E. J. Strothers, the former residence of W. N. Leche in Patterson avenue, which will become the parsonage. The price was \$5,000, and of the former \$7,000.

Dugan & A. Clarke and John B. Davis have closed a deal for the old Dushane homestead in Witter avenue, owned by the Dushane heirs. Miss Eliza Dushane, Samuel and Richard Dushane. The residence is of brick and is one of the best constructed houses in the city.

It was purchased by Mr. Davis and Mr. Clark as an investment. The consideration was not made known. There are nearly two acres of ground and the plans of Mr. Davis and Mr. Clark are to lay it out in lots, of which there will be about 16.

TONY DETONNO IS FREED BY JURY

Story of Italian That He Did Not Have
Gun and Did Not Shoot Motor-
man Daugherty Accepted.

At the end of six hours of deliberation a jury in criminal court in Uniontown Thursday returned a verdict finding Tony Detonno, not guilty of the murder of Motorman John L. Daugherty of the West Penn Railway company at Trotter the evening of December 28, last.

The verdict marked the third acquittal during the term of court. The 24-year-old negro, who was found not guilty of having murdered Henry Clark, also colored, and a Republic and Frank Maiko was freed in the case in which he was charged with slaying Jacob Skaris in a wrestling bout.

The doubt raised as to the identity of the person who shot Motorman Daugherty is said to have caused the jury to refrain from convicting Detonno.

Luigi Russo, who is charged by Detonno with having killed the motorman, has not been arrested.

DIDN'T KILL HER BADE

His Death Was Accidental, Story of
Girl in Custody at Greensburg.

GREENSBURG, March 12.—A girl in custody at Greensburg, Pa., was found not guilty of having murdered her mother, who was found dead in a suit case, is slowly recovering from her harrowing experience at the Westmoreland hospital where she was taken by the troopers following her arrest. She emphatically denied that she killed the baby. Her story of the affair is that she went of her own accord to the storage room in a local hotel where for two days she remained. During that time the baby was born. Without medical aid she made the child herself and it was during her agony that the child fell to the floor. Later she made the discovery that it was dead.

The girl states that she had made arrangements with a friend in Brad dock to care for her during the period, but she missed the train on the evening that she intended going, being taken ill very shortly after. No information has been made against the girl.

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VETERANS ENDORSE LODGE RESERVATIONS

William F. Kurtz Post Goes on Record
for League of Nations With Proper
Safeguards for U. S.

GREAT ARRAY OF TALENT FOR PERRY TOWNSHIP RALLY

Greater and Better Things For
Schools to Follow Banquet
March 19.

Plans for Memorial Day were discussed. As previously announced in The Courier, Rev. J. H. Pershing of Greensburg a veteran of the Civil War, and a Memorial Day speaker for many years, will deliver the address of the day. As May 30 comes on Sunday this year, the general celebration of Memorial Day will be held on Monday. The exercises here will be held on Monday morning and owing to so many of the Kurtz post members residing in the Vanderbilts-Dawson section, it is decided that all the veterans should go to that region on Monday afternoon. The graves of soldiers will be decorated also on Monday. Following the usual custom in the exercises, with the older folks will collect flowers. The soldiers of the world war will be especially invited to take part in the exercises, and to turn out in a body in the parade.

Monday afternoon the veterans will march through the town of Vanderbilt and Liberty, later going to the cemeteries at Dickerson Run and Dawson. Rev. D. C. White, pastor of the Presbyterian church of Vanderbilt, will be the speaker. Previous to the Memorial Day exercises members of the Kurtz Post will pay their annual visit to the public schools to create interest in the exercises. A committee of local veterans will also visit the schools in the Vanderbilt region.

The post accepted an invitation from the Ladies' Circle to exercises to be held here the latter Thursday afternoon, April 8, in Odd Fellows hall in observance of Appomattox Day, April 9.

CONNELLSVILLE GARAGE SOLD TO UNIONTOWN MEN

Robert F. Sample and Former
Sheriff Howard Pay \$80,000
For Business.

A deal for the sale of the plant of the Connelville Garage company in East Apple street by J. L. Evans and V. J. Clark to Robert F. Sample and Thomas L. Howard of Uniontown was announced Friday afternoon together with information that the purchasers will add another story to the building at an expense of several thousand dollars.

The sale embraces the real estate stocks of cars and an account will aggregate, it is said, \$50,000.

Possession is to be given April 3. At that time or soon afterward Mr. Howard, formerly sheriff of Fayette county, will locate in Connelville and take personal charge of the business. Robert M. Sample, son of one of the purchasers, who has located here and will be in charge of the mechanical end of the business.

Access to the third story of the garage will be from Mountain alley. Entrances to all three floors of the building will be from street levels, making elevators unnecessary.

GILDERN DEATH PROBED

Slayer of Physician at Seagriffs In-
known, Coroner's Jury Finds.

Sensational developments followed the inquest held Friday by Coroner S. H. Baum in Johnston chapel in Uniontown, into the death of Dr. David Gilder, Seagriffs physician, whose torso was found frozen into a cake of ice near the old Randolph place on the National pike the middle of last February following a mysterious disappearance from his boarding place at the McAndrews home in Seagriffs, November 21. The jury found that Dr. Gilder met his death from a blow at the hands of an unidentified assailant.

Mrs. Wayne Altman of 711 West Robinson street, North Side, Pittsburg, a daughter of the physician, created quite a scene at the conclusion of the inquest when she appended to her story a statement that she was sure the murderer was a man named Lloyd Jordan of South Brownsville, a taxi driver, tell more than he had told of the incidents that led up to the physician's being taken to the Randolph place where he was last seen alive and never where his body was found several months later. She declared that she would push the case to the utmost to see that the perpetrators of the brutal murder would be brought to justice.

Farmers Form Organization.
GREENSBURG, March 12.—The farmers from the vicinity of New Stanton met at the Hood House at New Stanton Friday afternoon and organized a farmers' cooperative association for buying and selling.

Farm Sold.
John E. Leichter has bought the A. D. Wagner farm containing 13 acres and 10 room house, located at Logan's Crossing. This farm was formerly owned by Andy Nygren.

Insure Your Estate

The services of an Executor that is always found at its established place of business, is always ready for duty, and ever faithful in its performance.

By appointing the Title & Trust Company of Western Pennsylvania you have such an Executor. Ask us for any desired particulars.

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of Western Pennsylvania
Connellsville

Endorsed By Successful Men

The best plan for accumulating money is regular bank deposits—it is endorsed by men who have become successful. Do not wait—but start today an account with the Union National Bank with the amount you can spare.

3% Interest Paid on Savings Accounts.

Union National Bank
CONNELLSVILLE, PA.

